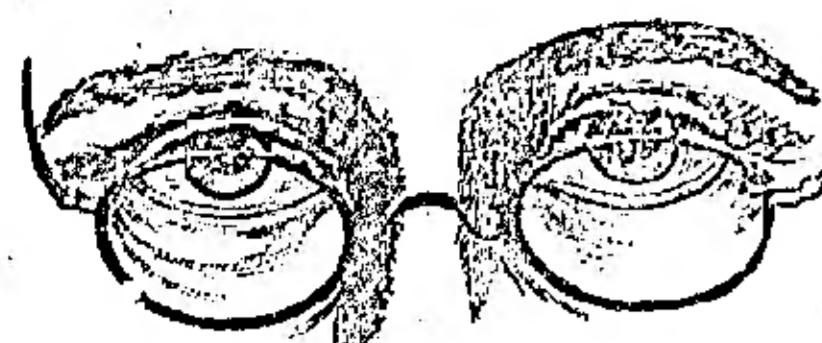


Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES



Are clear, cool, & preserving to the Senses.
M. LAWRENCE'S VISIT TO HONGKONG WILL TERMINATE ON THE 21st SEPTEMBER.

HONGKONG HOTEL (Room No. 20), August 31, 1888. 1232

CONSULTATIONS FREE.

SPECTACLES & BLINDNESS.

Vision is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight, whilst perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.

The late eminent Oculist, Dr. Seelberg Wells, testifies that he had hesitation in stating that the haphazard plan of selecting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. GROOM, Esq., F.R.G.S., Barrister-at-Law, Singapore,

Writes:—
I have used Glasses for twenty years, and have no hesitation in saying that, these supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO,

Hotel D'Europe, Singapore.

LAWRENCE & MAYO,
OPHTHALMIC OPTICIANS,
(Opticians to the Principal Ophthalmic Surgeons in England and India.)

Offices:—Old Bond Street, LONDON.
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22, Rampart Row, BOMBAY.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the Alice MEMORIAL HOSPITAL

(1) Glass-Jars (for museum purposes).
(2) Illustrated Papers and Books for the Student's Reading Room and Library. Address to: JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

COLLEGE OF MEDICINE FOR CHINESE, HONGKONG.

UNDER THE AUSPICES OF THE GOVERNOR OF THE COLONY.

Rector—Hon. FRED. STEWART, M.A., LL.D.
Dean—PATRICK MANSON, M.D., LL.D.

SECOND SESSION—1888-9.

THE INAUGURATION of the SECOND SESSION of the COLLEGE will take place in the CITY HALL, Hongkong, on the 1st October, 1888.

The SCHOLARSHIPS and PRIZES awarded for the Session 1887-8, will be DISTRIBUTED by His Excellency the Governor, Sir Wm. des Vœux, K.C.M.G.

The WINTER LECTURES commence on TUESDAY, 2nd October, 1888. STUDENTS are to assemble at the ALICE MEMORIAL HOSPITAL at 6 p.m.

PROFESSORS, LECTURERS & DEMONSTRATORS. Ambulance and Duties in the Field—Dep. Surgeon-General LEWIS, and the Officers, Army Medical Staff.

Anatomy—JAMES CANTLIE, M.A., LL.B., F.R.C.S.

Botany—CHARLES FORD, F.L.S.

Chemistry—W. E. CROW, Esq.

Dental Surgery—HERBERT POATE, D.D.S.; and JOSEPH W. NOBLE, D.M.D.

Demonstrator of Anatomy—A. DE C. SCANLON, A.M.S. M.B.O., L.R.C.P.

Forensic Medicine—

Medical Jurisprudence—HO KAI, M.D., M.R.C.S., BARRISTER-AT-LAW.

Toxicology—W. E. CROW, Esq.

Hygiene and Public Health—HUGH McCALLUM, Esq.

Hygiene (Military)—Officers, Army Medical Staff.

Latin—E. J. EITEL, Ph.D.

Medicinal and Therapeutics—D.

GERLACH, M.D.

Medicine—PATRICK MANSON, M.D., LL.D.

Obstetrics and Gynaecology—W.M. HARTIGAN, M.D., L.R.C.S.I.

Ophthalmology—P. J. JORDAN, M.B., M.R.C.S.

Pathology and Morbid Anatomy—G. P. JORDAN, M.B., M.R.C.S.

Physics—Rev. JOHN CHALMERS, M.A., LL.B.

Physiology—J. M. ATKINSON, M.D. (Lond.) M.B., B.S.

HO KAI, M.D., M.R.C.S.

Surgery, Principles and Practice—JAMES CANTLIE, M.A., M.B., F.R.C.S.

Surgery, Pathological and Special—G. P.

JORDAN, M.B., M.R.C.S.

Surgery Military—Officer, Army Medical Staff.

Fees for the Full Course—200 dollars, payable in one sum, at the beginning of the first Winter Session. When paid in two sums, Fees are charged at the rate of 220 dollars. When paid in four sums, Fees are charged at the rates of 240 dollars.

FOUR MILLION SCHOLARSHIPS, value 60 DOLLARS a-year each, to be held for Two years, are bestowed upon Students of the College studying at the Alice Memorial Hospital.

TWO WATSON SCHOLARSHIPS, value 60 DOLLARS a-year each, are thrown open annually for Competition to Students of the College.

Clinical, Surgery, Medicine and Obstetrics are taught daily in the Wards of the Alice Memorial Hospital. The average attendance of Patients at the Alice Memorial Hospital amounts to about 30,000 annually.

Special arrangements have been made with the Principal Medical Officer of the Army Medical Staff to carry on the work of training Chinese for Medical Military Duty.

For further information, apply to JAMES CANTLIE, Secretary to the College.

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Frigga*, Captain F. NAGEL, having arrived from the above Ports, Consignees of Goods are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optical Cargo will be forwarded unless to the contrary be given before 4 p.m. To-day.

Any Cargo impeding her discharge will be landed in the Godowns of the Kowloon Wharf and Gownoo Co. and stored at Consigner's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Inst. at 4 p.m.

No Fire Insurance has been effected.

Siemens & Co., Agents.

Hongkong, September 14, 1888. 1532

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURLABATA AND BATAVIA.

THE Company's S.S. *Almara*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Gownoo Co., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 22nd Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 30th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, September 15, 1888. 1541

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenlow*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Gownoo Co., Ltd., at Kowloon, whence delivery may be obtained.

Optical Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 20th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 30th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, September 16, 1888. 1548

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's S.S. *Ningchow*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Gownoo Co., Ltd., at Kowloon, whence delivery may be obtained.

Optical Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd Instants will be subject to rent.

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taken from the Committee's By-laws, and he had no objection to them. No. 18 he thought would also require very careful consideration. It was there provided that no drains should be covered until three days after notice. Now one day might be a Sunday and there might be a typhoon, and it would be a pity if the landlord had the power to cover them up because these causes had prevented their inspection in three days. The same objection applied to 19 and 21. As to Chapter II section 2 was provided for in the Ordinance and was not necessary. Section 4, which provided that for the purpose of inspection the Sanitary Surveyor may, at the expense of the Sanitary Board, in the first instance, open up any drain, he submitted that the expense devolved on the landlord. Section 6 was only a departmental order and was not required. No. 7 provided that a report on the defects should be sent to the owner. This would necessitate a large staff and a simple notice would be sufficient. No. 9 and 10 were provided for in the Ordinance and were not necessary. Section 10 was ultra vires in his opinion, tending to annul Section 61 of the Ordinance. As to section 12 there might be many notices that destroyed the comfort of neighbours which were not a present danger to the inhabitants. It was to the interest of landlords that their drains should be made proper, and he thought the Board ought to deal as much as possible with old and new drains on the same basis. He must object to the Board going into Committees.

Mr Humpries seconded and repeated to some extent the arguments of the previous speaker. He had heard that Mr Francis (or at least he had seen it in the *China Mail*) was to oppose his own by-laws. He thought his learned friend would have been able to make by-laws which would stick to. The Committee had put their work before the Board and were prepared to stick to it unanimously. He had listened, at last meeting to his learned friend more in sorrow than in anger and he would have been only too glad if he had been able to come to this meeting and extend to him the olive branch instead of a branch that should be banished. He had endeavoured to express his opinion in a few words as possible in order to save time, and he would command that resolution to the other members of the Board, for they had not done very much yet but talk.

The Chairman moved that Mr Francis' by-laws and the Committee's be referred back to the Committee, with Mr Francis' name added.

Captain Deane seconded.

Mr Francis, in the course of a very long speech, said he never pretended the by-laws were perfect. One rule for drafting by-laws was to include as much as possible as it was easier to delete than to add. As to the objection that sections 1, 2, 3, applied to a building Ordinance he pointed out plans of drains had to be sent in along with the plans of a house and they were done by the same contractor. The Surveyor General's department had adopted very arbitrary rules compelling people to send in plans and get approval before they proceeded with their buildings, although he doubted if the law gave them any authority. By his by-laws only one set of plans would be required, not a plan of the building and another of the drains. By No. 5 he wished to avoid all technicalities so as to render the plans as cheap as possible. Six was inserted for the purpose of complying with the Ordinance as regards drains that were to pass under any building. With reference to 7 and 8, which were said to be beyond their powers, they must remember that the plans for drains were sent in as a whole and must be dealt with as a whole, and there was no objection for making separate by-laws for sub-surface drainage. They were limited in their dealing with sub-surface drainage in two cases specified by the Ordinance, and these were those which he had dealt with. It might seem that he was repeating the Ordinance, but he was only making the provision for carrying the Ordinance into effect. His actions provided that plant should send that the Ordinance was being complied with. The same remark applied to 10, 11, and 12. As to No. 12 he had heard many complaints about delay on the part of the Surveyor General's department. Plans were allowed to lie and were not attended to.

The Surveyor General denied this.

Mr Francis said such were the reports current among architects and contractors in Hongkong. He did not think there was more than an average one plan sent in a day, and he thought seven days' time to look at it, but the Board could easily contend the time. It struck him that if the Sanitary Board did not object within seven days the owner might be allowed to go on with the construction of his building, more especially as drains were constructed towards the end of the work. And if it should happen that expenses were incurred through the delay the Sanitary authorities it was right the owners should be compensated. The question was, were they going to have it in the power of a man who might be out of humour, or who might be careless or who had not an efficient staff, to delay plans as he thought fit. It was a question of power. As to 13 he thought that the Board ought to have the right to decide between the owner and the Sanitary Surveyor should any appeal be made. See 14 only provided for what was but common fairness. It provided that when objection was taken to a contractor cause should be shown. The public would not allow the Board to refuse objections and refuse to give any reason therefor. Section 17 embodied all the technical By-laws of the Committee, some of which he did not approve of. But he put them in as he had undertaken to embody their labours. As to section 18 he had put in 'three days' time. The Board might make it seven days, but it must be remembered that owners should not be left entirely in the hands of the officers of the Board without specifying a time within which they could cover up their drains. No. 19 was completion of No. 18. A little more care in reading the by-laws would have shown that he was not merely repeating the Ordinance but providing the practical means of putting it into operation. Chapter II was framed on the opinion of the Attorney General. It had been suggested by Mr Price that they should extend their jurisdiction to old drains. But they were bound by the Ordinance and could not exceed their powers. And there was a good reason for that, as Mr Chardwick pointed out, that old drains had been constructed with the approval of the Surveyor General, and if they were wrong then the blame lay at the floor of the Surveyor General and his officers. They must remember also that the Board had only to do with nuisances that were insanitary. They had nothing to do with the nuisances that were annoying to neighbours but only with what was insanitary. They could not go far outside that. Old drains were found to be wholly insanitary and defective, of course, they would require them to be overhauled, but if, say, in a block of ten houses only the drain in a corner of one house was found defective, it would be most unjust to order the reconstruction of all the drains which were authorised by the authorities. He had driven all through to make the by-laws so that they should not throw unnecessary expenses on any one.

He thanked his friend on the right (Mr Price) for the courteous manner he had stated his objections and for the opportunity he had given him of stating his case. The Chairman's motion was put to the Board and carried unanimously. The Board then adjourned to this day fortnight.

THE ATTEMPTED ESCAPE OF CONVICTS

The man wounded in the 'Battle of Bedchamber's Bay' on Tuesday afternoon were to day all reported to be progressing well or less rapidly towards recovery. His Excellency the Governor yesterday showed his sympathy with the widow and children of the late turkay Pardo, by sending a gift of \$50 for the immediate needs of the family, which sum was augmented by the generosity of General Gordon.

THE INQUEST ON THE BODIES.

The adjourned inquest on the bodies of Captain Pereira, Ho Yau and Ho Cheung was resumed at the Magistracy this afternoon.

Mr Wodehouse presided, and the jury were Messrs F. E. G. George, I. P. Madar and J. E. Gomez.

The following evidence was taken:

Ho Cheung Ach—I am the wife of Kwok Ying Li, who is master of a passage boat.

About 3 p.m. on the 18th inst. I was sitting in my boat. My husband and a son, my daughter aged 13 and my son aged six were there also. There were two coal coolies and the head coolie on board besides.

We were lying at a wharf at Lap-pan-wan discharging coal. It was the first time we had been there discharging coal.

The bow of the boat was connected with the jetties by a plank. I was in the stern.

I heard a noise on shore and on looking up saw some prisoners who were fighting with the Gaol Guards. They were near the plank.

The prisoners were beating the guards with carrying poles and the guards fired their rifles.

My husband got frightened and tried to pull the plank on board.

He was not in time and the prisoners got on to the plank and pushed my husband into the boat. All the prisoners got into the boat. They were chained together.

Some of them unked the rope with which the junk was made fast to the wharf.

Some of them came on board from the water. I and my husband tried to push them overboard but could not. They pulled up the sail and the boat began to move head. About 15 minutes after this Pereira's body was found about 6 yards more to the left of where the other one was.

The turkay had his sword on; the revolver pouch was open and the revolver missing.

Mr George—I should say the jury is about 80 feet long. The water was deep enough to let the launch go alongside. There were no shots as far as I know fired from the launch.

Lewis said yesterday that he fired three shots, but I did not hear him if he did.

Mr Wodehouse—The witness has already said the shots did not hit the junk.

Mr George—I did not understand him to say.

Chief Warden Jones gave evidence as to the reception of the prisoners at the Gaol after their recapture.

Robert Patterson, P.C. 23, said—About 7 o'clock on the morning of the 19th I went down to Kennedy Town for two shrimp boats and there dredged for the missing bodies.

About 8.30 the body of the prisoner was found, about forty yards to the right front of the jetties. The body was in prison clothes and both legs were chained.

There was a large scalp wound on the top of the head. About 15 minutes after this Pereira's body was found about 6 yards more to the left of where the other one was.

The turkay had his sword on; the revolver pouch was open and the revolver missing.

Head Turner Nolan, recalled, said—

The place where I was standing when the attempt to escape was made was about 250 yards from the shore end of the wharf.

We had, besides the five turkays, four Gaol guards, who were stationed at the places where the chances were greatest that the convicts would run if attempting to escape. There was one at the jetties; another about fifty yards further on, a third about fifty yards nearer the Glass-works, and the fourth on the brow of the hill, right over the works. The convicts were spread over a distance of about 150 yards by about 20 yards. When I first saw the runaway prisoners they were on the upper floor of the steam-launch.

I referred to the steam-launch. The boat was then about 30 feet from the shore end of the wharf.

I and my husband tried to push them overboard but could not. They pulled up the sail and the boat began to move head.

There were then on board myself, three coolies my son and daughter and my baby. My husband had jumped overboard and also three coolies. The other three coolies remained on board. The prisoners had got all into the hold. When he had gone about three boats length from the shore a steam-launch came. The prisoners impeded the people on the launch which was carrying coal.

I afterwards saw the prisoners taken on board and threatened us with stones, saying 'If you don't do it we will kill you.'

I referred to the steam-launch and ran away from them, and one of them gave me a blow on the head with a stick. At the time the boat started the guards fired several rounds.

I did not see any of the prisoners hit, but afterwards saw one of them lying dead on deck. We were not battered down. The boat was struck several times by bullets. I saw several of the men wounded; one of them with his jaw broken.

Inspector Stanton—About 3.30 p.m. on the 18th I was going to Aberdeen from Victoria on the Po Lung ferry-launch. We had got a little past the rock they were blasting away near the Slaughter-house, when I heard what I thought was a rifle-shot. We were well out from the shore. The shot was from the direction of the place where the prisoners were at work at Kennedy Town. I asked the master of the launch if he heard the shot and he said he did. I then said I thought there was something wrong with the prisoners and asked him to run in. He did so and as we approached I saw the guards running about. I saw some men on the beach where a struggle was apparently going on. When we got in closer I saw there was a coal boat near the wharf and that there were a lot of prisoners on board. The sails were partly hoisted and would still pulling them up. They were still pulling them up. They had been working together and I suppose made it up between them. They had seen the lighter, and I suppose taken it into their heads to run for it. I saw Fouliques in the water and Charleson on the jetties. They were firing as they went along. There were two ships on the jetties. The turnkeys I should say were within about six yards of the prisoners as they were running to the lighter, and they were firing as they went along. The turnkeys were from their revolvers and the guards from their rifles.

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Intimations.

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public TRAFFIC on WEDNESDAY, 30th MAY.

WEEK DAYS.

The GARS RUN as follows between St. JOHN'S PLACE and VICTORIA GATE:—
8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
4 " " quarter of an hour.
DOWN GARS between 8 and 10 a.m. for First-class Passengers only.

SUNDAYS.

8 past 12 to 8 past one every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

Single Tickets are sold in the Cars; Five-cent Coupons and Reduced Tickets at the Office of

MACLEWEN, FRICKEL & CO., General Managers.

VICTORIA EXCHANGE,
56 & 52, Queen's Road,
Hongkong, September 15, 1888. 1254

1888. WINTER TIME TABLE.

THE STEAM-LAUNCH COMPANY, LIMITED.

KOWLOON FERRY.

The Commemorative Steam-launch "PIONEER".

Will from the 1st September, 1888, run daily on a Ferry Boat between Pudding's Wharf and Kowloon Point at the following hours:—

LEAVES KOWLOON. LEAVES HONGKONG.

0.00 A.M. 6.30 A.M.

6.45 " 7.00 "

8.00 " 8.15 "

8.45 " 9.15 "

9.45 " 11.00 "

10.30 " 12.25 P.M.

12.00 " 1.05 "

12.45 P.M. 2.05 "

1.50 " 4.00 "

2.00 " 4.30 "

4.15 " 5.05 "

4.45 " 5.35 "

5.20 " 6.05 "

5.50 " 6.35 "

6.20 " 7.10 "

6.50 " 7.40 "

7.25 " 8.15 "

NIGHT SERVICE. NIGHT SERVICE.

8.30 P.M. 9.00 P.M.

10.30 " 11.00 "

11.30 " 12.00 "

The above Time Table will be strictly adhered to.

By Order,

A. G. GORDON,
Secretary and Manager.

Hongkong, September 1, 1888. 1464

1888.

THE STEAM-LAUNCH COMPANY, LIMITED.

Launches always on hand for—
PIRATE, SHOOTING, TOWING, BATHING,
PRIVATE PARTIES, &c., &c.

For Terms, apply to Company's Office—
CORNER OF PLEASER STREET AND PHAYA

Steam-launch.

To and from Kowloon.

SCALE OF FARES.

For each Trip. 10 Cents.

Children under 10 years. Free.

Second Class, (Chinese). 2 Cents.

Sedan Chairs, each. 10 Cents.

FOR KOWLOON RESIDENTS.

Family Tickets including Servants, (per month). 57.

Single Tickets for one person only and his Servants, (per month). 5.

If more than one person not forming part of the Family, the Fare will be fixed on application to the Secretary.

FOR NON-RESIDENTS.

Quarterly Tickets. \$4.

Do., for Servants only, (2 allowed). 2.

For Extra Trips to or from Hongkong, between the advertised time at the rate of \$1 per Trip each way.

NIGHT SERVICE.—All Passengers whether Subscribers or otherwise will be charged 20 cents each way.

A. G. GORDON,
Secretary and Manager.

Hongkong, September 1, 1888. 1463

BALL PROGRAMMES FOR SALE.

ON NEW YEARS AND PARTIES.

'CHINA MAIL' OFFICE,
2, WYNDHAM STREET.

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George the First.

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Lift Department.

Policies issued for sums not exceeding \$5,000 of reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1872. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1887. 1840

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & CO., Agents.

Hongkong, January 1, 1882. 14

Mails.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTIA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship
"MALWA", Captain T. F. CREECH, with
Her Majesty's Mails will be despatched
from this for LONDON direct, via SUEZ
ON CANAL and usual Ports of Call, on
WEDNESDAY, 26th September, at Noon.
Cargo will be received on board until
4 p.m.

Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.
For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVIGATION
COMPANY'S Office, 16, New Bond,
London, September 15, 1888. 1254

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